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QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL
RAILWAY.



WESTERN DIVISION.

SIX MONTHS REPORT,

ENDING 28th FEBRUARY, 1879.

1879

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1879

SAINT JOHN'S
BAPTIST CHURCH

OFFICE OF GENERAL SUPERINTENDENT,

Montreal, June 16th, 1879.

General Superintendent's Report.

TO THE HONORABLE H. G. JOLY,

Commissioner of Railways and Public Works,

QUEBEC.

SIR,—I have the honor to present to you my Report of the operations of the "Western Division" of the Quebec, Montreal, Ottawa & Occidental Railway, for the six months ending the 28th February, 1879.

The Government took possession of the Railway from Mr. McDonald, the contractor, on Monday the 2nd September last, and notwithstanding the fact that he had had all the Rolling Stock run into the St. Therese gravel Pit, (where it was guarded by a large number of men) the track leading to the main line torn up, and the Engines disconnected and emptied of their water. Trains commenced running on the morning of the 3rd and have been running with the utmost regularity ever since. The total cost for militia and other services in connection with the taking possession amount to \$4,834.57.

Your instructions to me to the effect that I was to retain in the employ of the Railway any of Mr. McDonald's employees who were efficient men and who had not taken any part in resisting the Government, were

carried out. After possession of the Road had been fully taken, the different Departments connected with its working had to be organized and put into operation, and I need hardly say that the task was a difficult one ; a regular system had to be established, an entire equipment in the way of supplies comprehending forms, stationery, office furniture, tickets, and all the multitudinous items necessary for the economical and methodical working of a Railway.

Mr. C. A. Stark (who had been in Mr. McDonald's employ) was retained as General Freight and Passenger Agent, and I must bear testimony to the way in which that gentleman had, with great foresight, established his passenger and freight Tariff to meet the competition with which the line had to contend.

It can be readily realized that the organizing and working of the Railway in its uncompleted state was made more difficult from the fact that there were no workshops (the principal repairs having to be done at machine shops, 5 miles from Hochelaga) ; the terminal stations situated a long way from both Montreal & Ottawa cities, approaches to the stations along the line in a very bad condition, the permanent way uncompleted, Rolling Stock requiring extensive repairs, no housing for the Engines, no yard room, and in fact everything in such a condition as would militate greatly against economic management ; Spring however has opened up with brighter prospects, ballasting and completing the road bed is being vigorously pushed forward by the Government and I am in hopes of seeing by the Fall, the Raitway brought within the limits of the cities of Montreal & Ottawa, and commodious buildings constructed, and in fact the Western Division in a fully completed and equipped state.

I have exercised the strictest economy in every way possible, and considering the circumstances under which I had to labor, (the six months being the most difficult to operate, out of the twelve), my operating expenses do not shew a large proportion to the gross Revenue.

The Laurentian Railway (running from near St. Therese to St. Lin, 15 miles) is a valuable feeder to this Road netting us about \$3,500 for the six months and I have on that account, given every facility to enable this line to be kept open during last winter.

Two stations have been destroyed by fire since the 1st September, viz. : Mile End and St. Therese, the first is believed to be the act of incendiarism, and the latter by the explosion of a coal oil lamp, in both cases we were fully covered by Insurance, new buildings have since been completed in their stead. There have been only two fatal accidents, one the case of a tramp killed near Lachute at night, supposed to have been asleep on the track, and another near St. Therese, where an old man walking on the track was overtaken by an Engine with snow plough ahead and killed, in neither case were my officials, to blame in the slightest degree as evidenced by the verdicts of the Coronor's Jury. We have been entirely free from any casualties even of the smallest kind, up to the present time.

I have been instructed by you to make a thorough trial of "Scott's self Coupler" as you have expressed the earnest desire of diminishing as much as practicable the danger to which brakemen are exposed in the coupling of cars, and you will be happy to hear, that in the trials made on four Box Freight Cars, the result has been very satisfactory. I will however be in a position to give you further particulars in a few days.

ROLLING STOCK.

The stock on the line when taken possession of consisted in :

- 4 Passenger Locomotives.
- 6 Freight Locomotives.
- 4 1st class Passenger Cars.
- 4 2nd class Passenger Cars.
- 3 Baggage Mail and Express Cars.
- 25 Box Freight Cars.
- 121 Platform Cars.
- 2 Snow Ploughs.

Considerable expenditure has been necessitated to put this stock in condition and the repairs are being made from time to time as required. The above being totally inadequate for the proper working of the line, the following have been added :

- 3 Freight Locomotives.
- 1 Yard Engine.
- 2 Palace Cars,
- 2 1st class Cars.
- 20 Box Freight Cars.
- 30 Platform Cars.
- 5 Cattle Cars.
- 2 Snow Ploughs.
- 2 Flange Scrapers.

With four additional 2nd class Cars, I consider the road will be sufficiently well stocked for the present traffic. All Passenger Trains are equipped with Miller Platforms and Buffer, and with vacuum brakes. I may add that all the new Rolling Stock (with the exception of the 2 Palace Cars and yard Engine) were built in Canada; the 3 Engines by the Kingston Loco Company;

one yard Engine by the Baldwin Loco works, Philadelphia ; 2 Palace Cars by Gilbert and Bush, Co. of Troy ; 2 1st class Cars by Jas. Crossen of Cobourg, and the Freight Cars and Ploughs by the Ontario Car Co. and Crossen.

The Palace Cars, were not intended to be supplied, under the late contract with Mr. McDonald, but they were indispensable, in the equipment of the line to meet the special service and give the travelling public the same comfort as other lines, with your permission they were purchased and will be an increased source of Revenue to the Railway, if however the Government should prefer it, this service can be assumed by an outside Company who will purchase the Cars, but I can assure you, it is, in the interest of the Government to retain them as they already begin to shew a good result pecuniarily.

FUEL.

6,498 Cords of Firewood were taken over from Mr. McDonald and have been paid for to the Government from the Revenue of the Road. The question of economy in consumption of fuel has given me much thought. Firewood at the terminal points, has cost delivered on the Engine fully \$4 per cord. I have made a test with coal and I find I can save in my Passenger and Freight business upwards of \$8000 per annum in fuel alone, not to speak of economy in time. I have therefore had all the Freight and Passenger Engines converted into coal burners.

The cordwood purchased for this year's consumption from 1st March and already paid for out of Revenue amounting to \$24926.39 will be disposed of at a profit and coal substituted therefor, except what may be required for station use and engines working on construction.

I beg to submit the following statement for the six months working with the tabular statements of receipts and expenditures :

MILEAGE, &c.

Miles run by Passenger Cars.....	236,840
“ “ Freight Cars	376,196
“ “ Wood Cars	65,605
Total mileage of Cars	678,641
Miles run by Passenger Trains.....	82,155
“ “ Freight Trains.....	41,100
“ “ Wood and other Trains	5,559
Total Train Mileage.....	128,814

PASSENGER TRAFFIC.

Total number of Passengers carried	48,203
“ Receipts for same	\$64,002 35
Earnings per Passenger	\$1 32 $\frac{3}{4}$

FREIGHT TRAFFIC.

Total number of tons freight carried	30,342
“ Receipts for same.....	\$41280 22
Average Receipts per ton.....	\$1 36

TRAFFIC EARNINGS PER MILE.

Average gross earnings per train Mile.....	89 $\frac{1}{2}$
“ Operating expenses per train mile...	56
Net Earnings.....	33 $\frac{1}{2}$

Since the 1st March, the receipts from the road have been considerably increased, a close approximate estimate for the months of March, April and May shews a total of \$66,749.39 for the three months, being an average over \$22,000 per month.

EASTERN DIVISION.

The line between Quebec and St. Martin Junction was opened by the Hon. Thos. McGreevy, contractor, for traffic, on February 14th, and a schedule of rates was established for an interchange of traffic over the 13 miles between St. Martin Junction and Hochelaga.

The discrimination as to the charges to be made against *Revenue, and Construction and Equipment*, was a matter which required considerable attention, and as you submitted the question to Walter Shanley, Esq., my statements have been based upon the Report which he has furnished you in that connection.

All our accounts and statements have been made in duplicate which have been furnished to the Public Works' Department from time to time.

In conclusion, I would bear testimony to the very efficient manner in which the Locomotive, Traffic, and Audit Departments are being conducted by the different heads, and to the efficiency of the employees of the line generally.

All of which is respectfully submitted.

C. A. SCOTT,

General Superintendent,

WESTERN DIVISION.

C. A. SCOTT, ESQ.,

General Superintendent,

Q. M. O. & O. Ry., (Western Division)

MONTREAL.

Sir,

I herewith have the honor to submit my first semi-annual report of the Receipts and Expenditure of the Q., M., O. & O. Ry., (Western Division,) for the half year ending February 28th 1879, with tabular statements annexed.

At your request, I also give a close approximate estimate of the Traffic Earnings for the months of March, April and May, and I may state that the working expenses will shew about the same percentage (if not less) than for the 6 months ending 28th February, 1879.

I am, Sir,

Your obedient servant,

S SHACKELL,

Auditor.

RECEIPTS AND EXPENDITURE FOR THE SIX MONTHS
ENDING FEBRUARY 28th, 1879.

RECEIPTS.

From Passenger Transportation.....	\$64002 35
“ Freight “	41280 22
“ Mails “	3579 32
“ Express “	895 34
“ Extra Baggage “	311 90
“ Sundries “	796 13
Total Transportation Earnings.....	\$110865 26
Less operating Expenses.....	69216 69
NET EARNINGS.....	\$ 41648 57
Expenditure 62 $\frac{43}{166}$ per cent.....	
Revenue 37 $\frac{57}{166}$ “	

STATEMENT OF OPERATING EXPENSES FOR THE SIX
MONTHS ENDING FEBRUARY 28th, 1879.

Fuel consumed.....	\$8375 53
Maintenance of Way.....	14944 46
Mechanical Dept. [Loco. & Car].....	13733 96
Train service, Traffic, Wages, of Con- ductors, Brakesmen, &c.....	9574 36
Station Service, Wages of Station Agents Clerks, &c.....	7946 58
Fuel and Stores Department, Salaries of Fuel Inspector, Wood Train Men, General Storekeeper and Assistants	4602 35
Salaries of General Officers, Clerks, &c.	4749 58
General Stores and Miscellaneous Ex- penses, &c.....	5289 87
	\$69216 69

Earnings of the QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL RAILWAY,

WESTERN DIVISION,

FOR SIX MONTHS ENDING 28TH FEBRUARY, 1879.

From 4th September 1878 TO 28th February, 1879.	PASSENGERS.		FREIGHT.		RECEIPTS FROM OTHER SOURCES.				
	Numbers.	Receipts	Tons.	Receipts.	Mail.	Express.	Extra Baggage.	Sun- dries.	Total Receipts.
September	8171	\$11343 40	3120	\$4733 83	\$554 07	.....	\$48 35	\$20 00	\$16699 65
October	9369	12421 61	5048	6330 77	634 37	\$181 11	63 24	20 00	19651 10
November	8156	9784 29	4348	6232 61	634 37	162 98	58 66	20 00	16892 91
December.....	7359	9891 80	3767	6920 77	634 37	211 32	51 75	60 09	17770 10
January.....	7785	10296 74	6759	7961 19	617 17	184 38	45 01	72 71	19177 20
February.....	7363	10264 51	7116	9101 05	504 97	155 55	44 84	603 33	20674 30
Totals for Six Months....	48203	64002 35	30342	41280 22	3579 32	895 34	311 90	796 13	110865 26

Performance

ENGINE MENS NAMES	No of Engine.	Where Engine was built.	Diameter of Cylinder.	Diameter of Driving Wheels.
E. Lalumière	9	Manchester	16"	5ft.
J. T. Eames	10	"	"	5ft.
J. D. Lafrance	11	"	"	5ft.
N. Pominville	12	"	"	5ft.
R. Whitehead & others	13	"	"	5ft. 6in.
R. Whitehead	14	"	"	5ft. 6in.
F. Robidoux	15	"	"	5ft. 6in.
R. Pigeon	16	"	"	5ft. 6in.
E. Lalumière	17	"	"	5ft.
L. Rollin	18	"	"	5ft.
J. T. Eames	25	"	"	5ft.
TOTALS .....	.....	.....	.....	.....

Passenger	Miles.....	18173
Freight	"	6561
Mixed	"	1765½
Wood	"	1384
Snow	"	948
Construction	"	1779
Shunting	"	4106½
TOTAL.....		34717

A. DAVIS, *Master Mechanic.*

NOTE.—The above Statement for April is simply a sample

MONTHLY STATEMENT

Performance of Locomotives on the Quebec, Montreal, Ottawa

SHOWING FULL EXPENDITURE IN DETAIL

ENGINEMENS NAMES	No of Engine.	Where Engine was built.	Diameter of Cylinder.	Diameter of Driving Wheels.	ENGINE MILES RUN BY ENGINES.							Total. Engine Miles	Oil.	Tallow.	Waste.	Coal.	Wood.
					Passengers.	Freight.	Mixed.	Wood.	Snow.	Construction.	Shunting.		lbs.	lbs.	lbs.	Tons.	Cords.
E. Lalumière.....	9	Manchester	16"	5ft.	.....	.....	756½	.....	70	86	494½	1407	42	21	3	.....	39
J. T. Eames.....	10		"	5ft.	.....	.....	.....	150	519	.....	152	821	24	12	2	.....	14
J. D. Lafrance.....	11		"	5ft.	.....	2754	.....	66	.....	116	220	3156	78	42	6	.....	75½
N. Pominville.....	12		"	5ft.	.....	63	320½	827	.....	344	1465½	3020	84	39	6	.....	59½
R. Whitehead & others	13		"	5ft. 6in.	4564	.....	.....	.....	.....	.....	168	4732	94	39	6	.....	82
R. Whitehead.....	14		"	5ft. 6in.	2340	.....	37	.....	.....	.....	51	2428	66	31	10	19½	.....
F. Robidoux.....	15		"	5ft. 6in.	4095	.....	63	.....	243	.....	148	4549	114	57	6	.....	78
R. Pigeon.....	16		"	5ft. 6in.	4717	.....	.....	.....	.....	51	224	4992	99	49	6	.....	70
E. Lalumière.....	17		"	5ft.	.....	2691	31½	.....	.....	453	185½	3361	60	36	5	.....	65½
L. Rollin.....	18		"	5ft.	2457	351	315	.....	116	361	533	4133	86	45	6	.....	70
J. T. Eames.....	25	"	5ft.	.....	702	242	341	.....	368	465	2118	76	33	7	.....	57½	
TOTALS.....	.....	.....	.....	.....	18173	6561	1765½	1384	948	1779	4106½	34717	823	398	63	19½	611

Passenger	Miles.....	18173
Freight	".....	6561
Mixed	".....	1765½
Wood	".....	1384
Snow	".....	948
Construction	".....	1779
Shunting	".....	4106½

TOTAL..... 34717

Average cost per mile for Oil, Tallow and Waste.			
"	"	"	Fuel.....
"	"	"	Coal.....
"	"	"	Enginemem, Firem
"	"	"	Repairs.....

TOTAL COST PER MILE

NOTE.—The above Statement for April is simply a sample adopted to shew the performance of Locomotives on this Division and the Method of arriving at

A. DAVIS, Master Mechanic.

STATEMENT.

Montreal, Ottawa and Occidental Railway, Western Division,

IN DETAIL FOR THE MONTH OF APRIL, 1879.

Sts.	Coal.	Wood.	VALUE OF			Wages of Engine-men, Firemen and Cleaners.	REPAIRS.		TOTAL COST.	COST PER MILE RUN.				Total per Mile.	MILE RUN TO			REMARKS.
			Oil, Tallow, Waste.	Wood.	Coal.		Labor.	Material.		Oil, Tallow, Waste.	Fuel.	Engin'm'n Firem'n Clean'rs	Re-pairs.		1 Ton of Coal.	1 Cord of Wood.	1 Pt. of Oil.	
3		39	2 32	156 00	.....	81 60	3 70	80	244 42	16	11 8	5 8	31	17 3	.....	36 0	33 5	Undergoing repairs.
2		14	1 53	56 00	.....	45 25	1 15	23	104 16	18	6 8	5 5	16	12 6	.....	58 6	34 2	
6		75½	4 57	302 00	.....	130 87	6 64	4 86	448 94	14	9 5	4 1	03	14 2	.....	41 8	40 4	Undergoing repairs.
6		59½	4 43	238 00	.....	138 30	4 60	31	386 64	14	7 8	4 5	16	12 8	.....	50 6	36 0	
6		82	4 55	328 00	.....	179 70	1 40	8 37	522 02	09	6 9	3 7	20	11 0	.....	57 7	50 3	(Thorough repairs.)
10	19½	.....	3 91	.....	121 88	110 70	237 24	912 41	1386 14	1 16	5 0	4 5	47 3	57 0	122 0	.....	36 4	
6		78	6 15	312 00	.....	164 42	16 80	162 82	692 19	13	6 8	3 6	3 9	14 5	.....	58 3	39 9	
6		70	4 12	280 00	.....	176 20	4 60	4 70	469 62	08	5 8	3 5	18	9 4	.....	71 3	50 0	
5		65½	3 38	266 00	.....	134 45	6 88	32	407 03	01	7 7	4 1	21	12 1	.....	51 5	56 0	
6		70	4 91	280 00	.....	159 00	2 24	2 01	448 16	11	6 7	3 8	10	10 8	.....	59 0	45 0	
7		57½	3 00	230 00	.....	114 43	25 15	13 35	385 93	14	10 8	5 4	1 08	13 5	.....	36 7	27 8	
33	19½	611	42 87	2444 00	121 88	1434 92	310 40	1112 18	5466 24	.12	7 3	4 1	4 9	15 7	122 0	56 9	42 1	
Oil, Tallow and Waste.....										Average run to 1 pt. of Oil.....				42 01				
Fuel.....										" " 1 cord of Wood.....				56 09				
Coal.....										" " 1 ton of Coal.....				122 00				
Enginemem, Firemen & Cleaners..										" " 1 Engine.....				3156 00				
Repairs.....																		
TOTAL COST PER MILE.....										15 07								
C. A. SCOTT, General Superintendent.																		

C. A. SCOTT,
General Superintendent.

Method of arriving at their running expenses.